

Southwest Albuquerque Charrette Report



Prepared by
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

in cooperation with
Architectural Research Consultants, Inc.
City of Albuquerque

April 2006



Table of Contents



Introduction.....	2
--------------------------	----------



Existing Conditions.....	3
---------------------------------	----------



The Charrette Process: Sharing Ideas	8
---	----------



The Charrette Process: Designing Together.....	13
---	-----------



Presenting a Plan	16
--------------------------------	-----------



Summary of Recommendations.....	28
--	-----------

Introduction

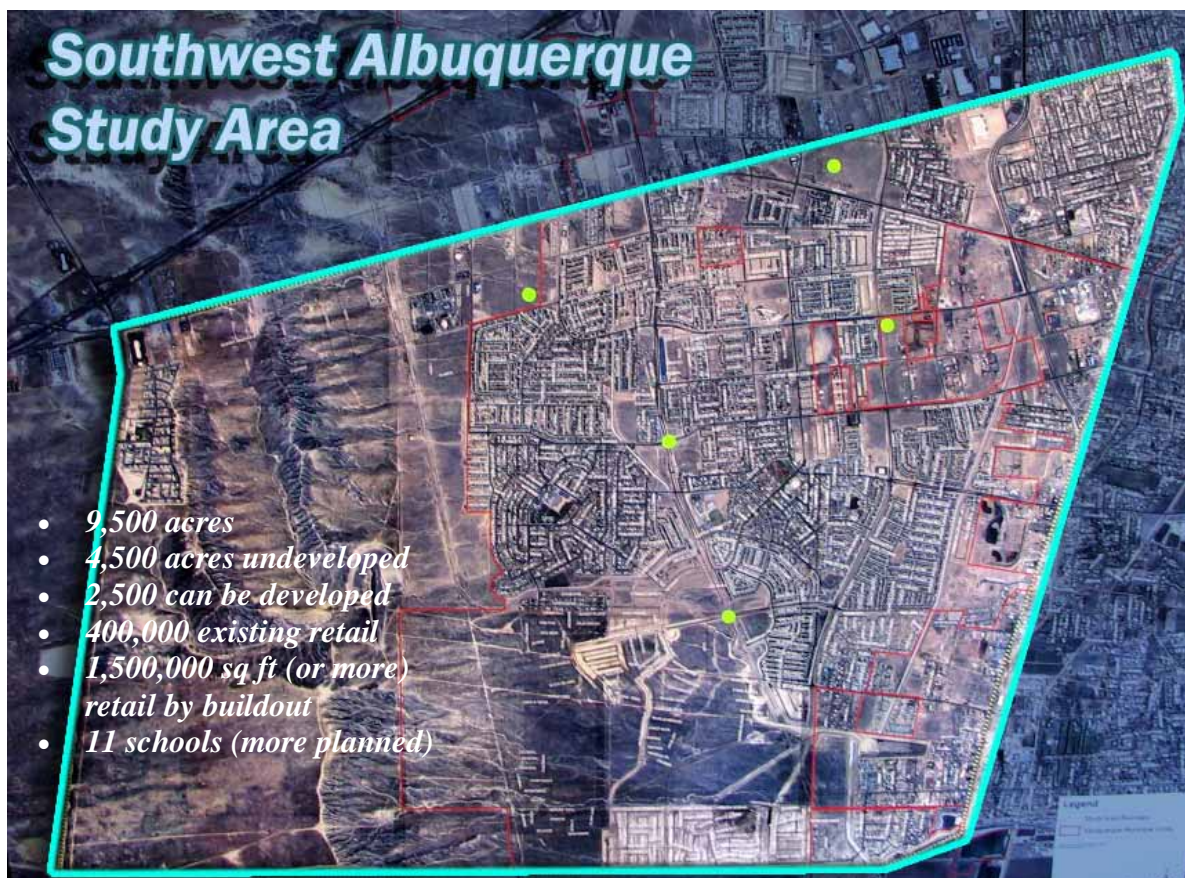
As Albuquerque plans for a rapidly growing section of the city, it is important to 'step back' to understand the issues that it faces and to form a vision for what its residents and leaders wish it to become.

The Southwest Albuquerque Strategic Plan process was a collaboration of the City of Albuquerque, Architectural Research Consultants and Glatting Jackson. This report documents the information gathered and ideas generated during a three-day charrette process from March 6 to 8, 2006, during which time the project team met with staff and officials from the City of Albuquerque and Bernalillo County, local private developers, interest groups and the general public to discuss the present concerns and future direction for the southwest area of the city.

The Study Area

The southwest Albuquerque planning area is bounded by Central Avenue on the north, Old Coors Road and Coors Boulevard on the east, Dennis Chavez on the south, and Paseo del Volcan on the west. This is a large area of Albuquerque encompassing 9,500 acres in both the City of Albuquerque and unincorporated Bernalillo County.

Of these 9,500 acres, 4,500 remain undeveloped (of which 2,500 are developable). The area is presently served by 400,000 square feet of retail, and according to previous market analysis studies it will be able to accommodate approximately up to 1.5 million when built out.



Existing Conditions



Southwest Albuquerque is rapidly developing, seeing over twenty percent of its developable land area platted and constructed since 2000. While developers are required to contribute to the construction of roads, they are only responsible to contribute to roads for the lands that they own and are developing. As a result, the built environment of the southwest area is characterized by subdivisions connected by arterial and collector roads that are not complete through the area.

Rapid growth has also outpaced the provision of other infrastructure: public schools, law enforcement and fire protection. School enrollments in the southwest exceed the schools' design capacities.

Most employment and retail opportunities for southwest Albuquerque are located across the Rio Grande rather than in the area itself. Presently, the more than 40,000 residents of the southwest area are served by only 3,500 jobs and 400,000 square feet of retail space.



The blue and green areas show land subdivided for residential development since 2000 in the City of Albuquerque (white) and Bernalillo County (gray).





The live/work balance

The Gibbs study and City of Albuquerque projections estimate that the current population of the Southwest area is more than 40,000, yet offers only 3,500 jobs. Indeed, traffic counts, transit ridership, and local knowledge all indicate travel patterns to employment and retail opportunities across the Rio Grande. This has strong implications for not only the sustainability of Albuquerque's transportation system but also of the southwest's quality of life.

The population of the area is primarily residential, yet the imbalance between residents and employment opportunities has made the area far more dependent on travel to reach work and retail destinations. This has implications for households and their need for automobiles for transport.



The developed non-residential parts of the city's southwest area are primarily light manufacturing, specialized industrial-oriented commercial establishments, and other such uses that may provide some employment but are not neighborhood-serving.



As the southwest area develops predominantly residential uses, the implications for the area's transportation system are clear: residents of the area must travel to other parts of Albuquerque, especially across the Rio Grande, to reach employment and retail opportunities.





Water availability and distribution

One concern noted throughout the focus group meetings was the availability of water to meet the growth demand in southwest Albuquerque. The city faces great challenges in serving the growing areas located at increasing distances from Albuquerque's center, especially as these areas are at greater elevations than the city's central valley (and therefore require greater amounts of engineering to deliver water through pipes and centralized infrastructure).

Water availability raises very important questions for southwest Albuquerque: whether or not the city can feasibly continue to expand, how it can serve a growing population, and what kind of a built environment it will have. With regard to the latter question, the lack of plentiful, accessible groundwater and the scarcity of water to be used for irrigation limit the city's potential for landscaping of streets, public spaces and neighborhoods. The neighborhood park shown here is a demonstration of landscaping available with current hydrological conditions.



Two notable limitations in the landscaping that these water conditions generate are the lack of plentiful shade and ground cover to minimize dust and sand in the air. It is responsible to plan landscaping for the natural conditions of water availability, but expansive development patterns further minimize the amount of available water for any irrigation that would be helpful to communities.





Connectivity—Street Network

Southwest Albuquerque lacks a well-connected street network to facilitate access internal to its neighborhoods. As such, it is necessary—for automobiles as well as all other modes—to base travel patterns on the area's collector and arterial roads. In addition to increasing trip length, this also forces a greater amount of traffic onto these streets, lessening their appeal or viability as urban streets and reinforcing their role as the 'plumbing' of the area.

While the arterials and collectors of the southwest are generally intended to form a complete grid through the area, they pass through at large (approximately half-mile) intervals and the development that has occurred along them is isolated by walls. Thus the arterials do not function as important streets for anything but automobile traffic.



Even though they are mapped as existing in the future, roads in the southwest area are constructed when land is developed. Although the routes are designated in official plans, the city has not constructed many of the southwest's arterials and collectors throughout the area; the result is in roads that terminate abruptly. Pictured here (middle right) is 98th Street.



The roads on the southwest's periphery are designed for higher speeds and do not accommodate neighborhood streets. As development continues, the difference between these highway-class roads and important neighborhood streets that allow connected neighborhoods and urban fabric will become more pronounced. Roads can function as highways, or urban streets with access to residences, stores and offices, but to form the basis of a healthy community they cannot be both.

In other words, as the southwest grows and fills in, the community must decide what it wants its various roads to be: highways and arterials are compromised in their speed and capacity with too much access to neighborhood subdivisions. Likewise, smaller-scale streets handle more traffic than they are intended to because they are the only connections between different neighborhoods yet have no connection to them.





Connectivity—Walls

The residential development of Southwest Albuquerque is almost entirely in subdivisions separated from the collector streets by external walls. The walls, constructed for security and privacy, actually pose a risk of adverse impacts on the neighborhood: they restrict the ability of pedestrians to see into the neighborhoods and neighborhood residents to see onto the street. They impede emergency responders from accessing events as easily, and they give the neighborhood residents themselves little sense of connection to the streets beyond their walls. While the perceived benefits may be important to communities, experience shows that the walls actually act as a detriment to the well-being and sense of community within these neighborhoods.

The walls surrounding residential subdivisions not only separate the neighborhood from the larger connections to other parts of the southwest area, they also increase the length between connections in this network. Many trails, sidewalks and pedestrian amenities have connections and intersections every 1,200 feet or greater.



While many of these pedestrian paths offer amenities (in the form of trails and arroyos) as well as connectivity (as they parallel the collector streets), their isolation from the neighborhoods by the walls that surround them keeps any pedestrians from enjoying these trails and sidewalks as amenities. Pedestrians are discouraged from using them because of the great distance (and inconvenience) in reaching them and lack of surveillance and sense of security on them.





The charrette process involves an intensive period of designing concepts to address the questions at hand, but that design activity is founded on the ideas that the public shares with the project team. Charrettes involve and engage participants from the public in identifying what they like about their communities, what they would like to enhance or improve, and what new additions might benefit their communities' various users.

The charrette for the Southwest Albuquerque planning process began with a focus group involving City of Albuquerque and Bernalillo County staff as well as representatives from the Mid-Region Council of Governments and private entities involved in planning and development. The project team made subsequent presentations to the public involving these ideas. We invited the participants at the public meetings to speak about their concerns and continue to inform our understanding of the area.





Focus Groups

The charrette process began with four focus group meetings: one involving staff and key representatives from public and private agencies overseeing public services, planning and development in Albuquerque; a second involving a City Councilor and the Planning Director; a third involving area developers; and a fourth involving public school representatives and others involved in “Safe Routes to School” projects.

In all, over 24 different organizations and interests were represented in the first meeting, four developers came to the third meeting and nine people participated in the “Safe Routes to School” group. The meeting allowed the project team to understand the complexity of growth in Albuquerque and the challenges already faced with existing urban development.

From these meetings the project team developed the following fundamental understanding for continuing its work: growth occurs quickly; indeed, perhaps too quickly for the development of community-enhancing, neighborhood-serving infrastructure to take place, and any plans for future growth in the southwest area must understand the great value and scarcity of existing resources.





Meeting with the Public and Invitation of Feedback

At the first public event of the charrette the project team presented to the public its understanding of the southwest area's various issues and concerns from the focus group sessions. The meeting format allowing members of the public to record their impressions of changes that would positively benefit the southwest area and shared them individually.





The charrette utilized a format of information sharing that allowed each participant to express his/her own interests or concerns and see them displayed— and recorded— with those of every other participant. By focusing on the positive images and aspirations that members of the community have for its future, the charrette generated interest and activity in thinking about southwest Albuquerque's future through this process.

Below, charrette participants post their suggestions and wishes, recorded simply and concisely on adhesive memo cards, on a wall featuring the collective input of their fellow community members.

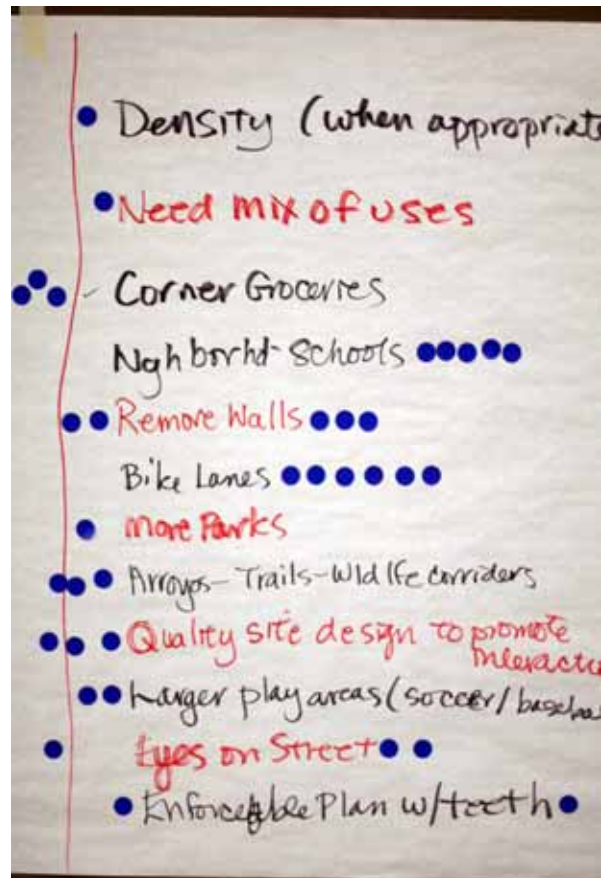




At the end of this first session, charrette participants outlined those issues most important to them by casting votes. The number of votes that each major issue received was recorded, as illustrated to the right.

This process of public involvement affirms the feelings that members of the community have for their communities and the issues they face. They see that they are not alone, and even if their confidence in sharing opinions with their neighbors and fellow community members is already strong, they are in an even better position to engage in dialogue over the issues that may not have been as strong and immediate a concern to them.

This knowledge enhanced the project team's fundamental understanding of the current conditions in southwest Albuquerque by pointing us in a direction for positive change that is endorsed and indeed articulated by the residents and users of the community.





As the charrette process continued, representatives from local government, businesses, and the general public came together to share their ideas for key development sites. An important part of the charrette dynamic is to let the participants play a role in the actual design of the community, providing them with ownership and a greater awareness of the many challenges that designers face.



This is yet another opportunity for understanding one another, too: the participants in this part of the charrette were instructed not to join a group with anyone with apparently like interests, be that their spouse, neighbor, colleague, or anyone with whom they knew they shared opinions. Creating this kind of diversity at the design tables facilitates discussion and requires participants to hear different points of view. As each table of participants produces a single plan, they must work together to find a design solution that offers a benefit to everyone.





The charrette design teams worked through issues of land use, public facilities, open space and connectivity. Their decisions were informed by the presentations given earlier by the project team on existing conditions of Southwest Albuquerque, the possible consequences of these conditions, and an array of simple planning techniques and practices to promote greater connection, to combine land uses in compact areas, and to foster independence and active living through walkability.







The charrette concluded with a presentation of a conceptual plan for Southwest Albuquerque that includes the designs developed earlier in the process. This plan synthesizes the project team's understanding of the issues that southwest Albuquerque faces in its rapid growth, the concerns that the community shared with the team during the charrette process, and the vision that the community worked together to develop and that forms a foundation for what southwest Albuquerque will be.

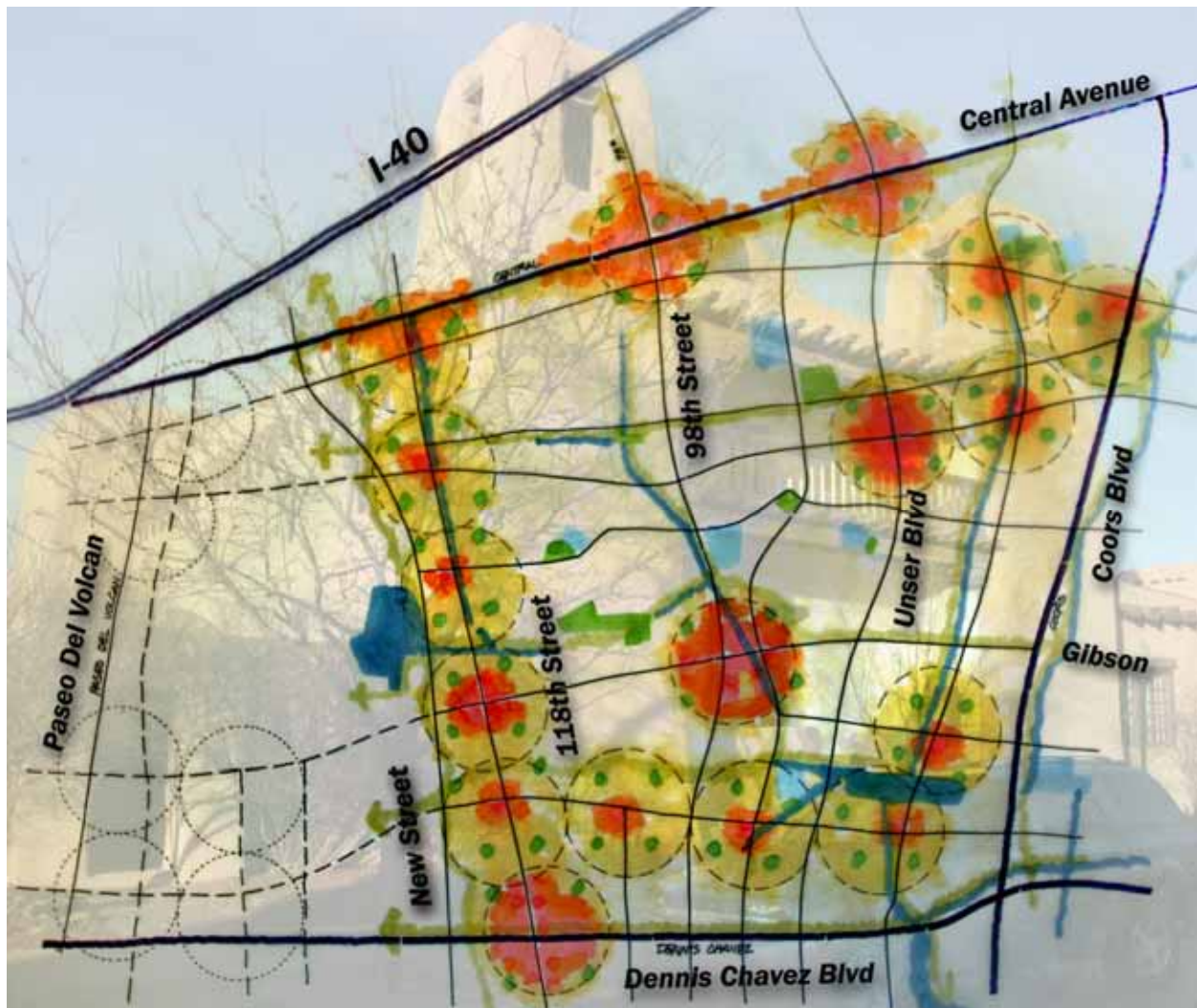




The Great Southwest

Southwest Albuquerque's rapid growth has left it with many unresolved issues, not least of which is how much it will continue to grow. Up until now any developable land has been considered for expansion of the city's built area, the principal obstacles being water provision and connections. While the area west of 118th Street is not entirely developable, southwest Albuquerque faces a highly important question of whether or not to protect the Ceja or open it to development. The focus of the plan developed during the charrette process is to focus first on infill opportunities that strengthen the existing community, reduce its dependence on transportation out of the area for shopping and employment opportunities and bring such community facilities as schools and parks within closer reach of residents.

This plan builds on the concepts of the Gibbs Planning Group study of retail feasibility of the area but expands the notion of a retail center to one that truly serves and anchors the community.



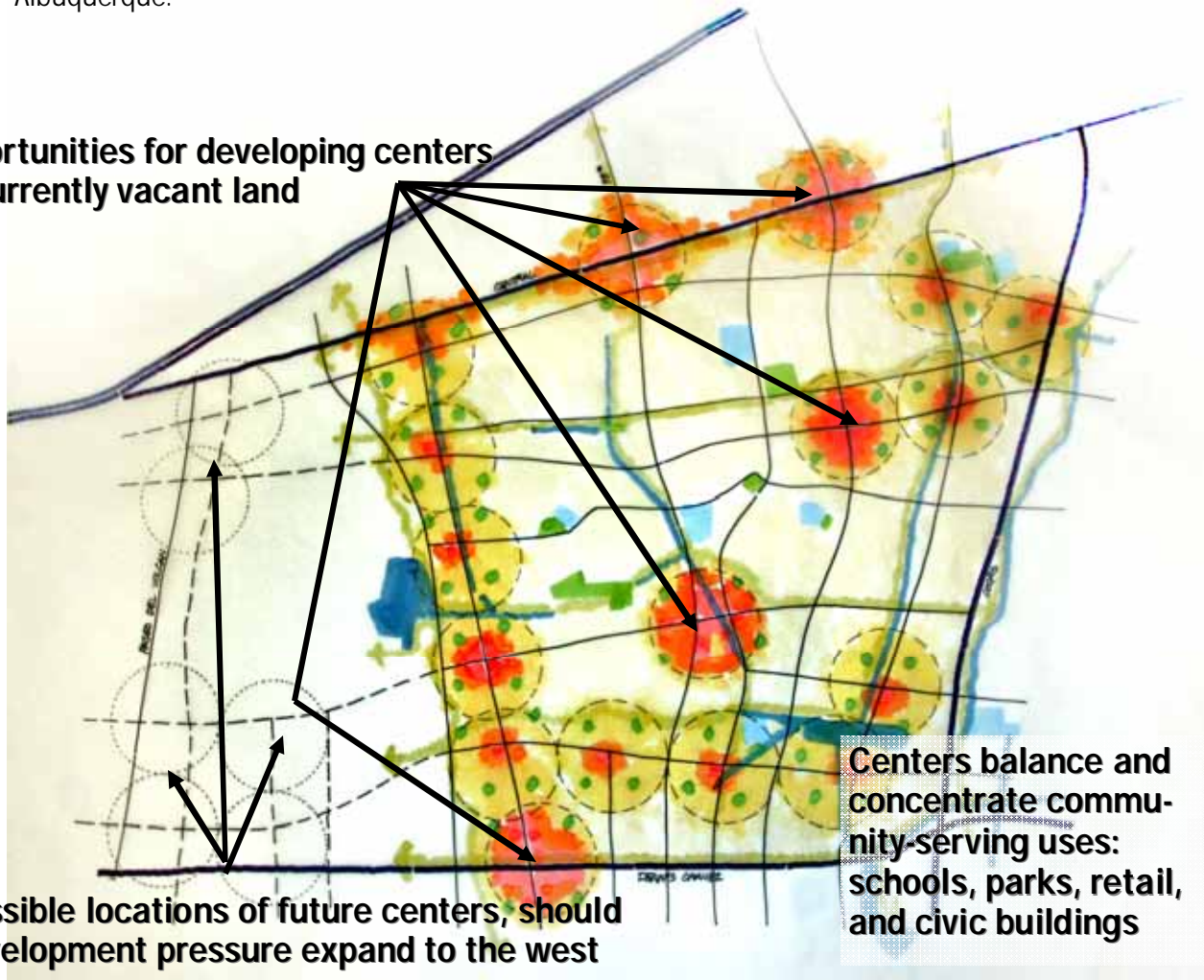
Though the conceptual plan did provide a framework for expansion of the southwest area based on promoting principles of connectivity and neighborhood centers, it also emphasizes the great opportunity to strengthen the existing built environment of the southwest area through walkable and accessible centers.



The Centers of the Plan

The plan illustrates the project team's concept for integrating the existing and future development of southwest Albuquerque in a more walkable and center-based format. Shown here are circles of a quarter-mile radius, generally accepted to be a comfortable walking distance (i.e. achieved within five minutes of walking). The centers represent the intersections of key streets, with the red/orange based circles corresponding to specific development opportunities identified by the City of Albuquerque.

Opportunities for developing centers on currently vacant land



Possible locations of future centers, should development pressure expand to the west

Centers balance and concentrate community-serving uses: schools, parks, retail, and civic buildings

In general, each of these centers is intended to offer the basic neighborhood-serving functions essential to vibrant, functioning communities. While these concepts have not been detailed in this report, they are intended to include the community elements discussed in detail throughout the charrette process: schools, parks and neighborhood commercial uses.

The location of these centers at the intersections of arterial and collector streets is not coincidental: urban areas, as they grow and evolve, develop centers of activity and importance based on the most accessible and connected locations. While the five sites shown in red on the map offer a particularly strong opportunity to integrate new community-serving development with the surrounding residential areas, all of the centers in the locations suggested here could serve as community anchors.



The Makeup of Retail and Neighborhood Centers

The centers identified here and in the following pages vary in size and scale, but they adhere to a concise set of principles: their main functions and attractions must be easily and safely accessible on foot, the most basic form of transportation.

Essentially, these centers combine the elements of the urban fabric that make up the components of our lives: civic, commercial and residential land uses. This allows neighborhood residents to reach home, work, shopping, and other important activities easily. Even if we do not live immediately next to where we work, or if we wish to travel to specific destinations, the compact accommodation of basic needs and services together greatly facilitates our mobility, independence, and community belonging.

The figures below illustrate two commercial centers, one oriented to automobile use and not integrated with its community, the other well connected, walkable, and the heart of the neighborhood surrounding it.





The Plan Method

The planning team identified key intersections and nodes of confluence throughout the area and established a framework of activity center types that reflect the principles of the Gibbs study as well as unite the disparately connected parts of the southwest area with community-serving land uses. These centers reflect the principles described earlier, combining retail, employment, schools and parks with residential uses in a way that maximizes adjacency. The team used quarter-mile circles, representing an area within five minutes' walk of a central point, to define where these centers would fit into the southwest area's existing terrain.

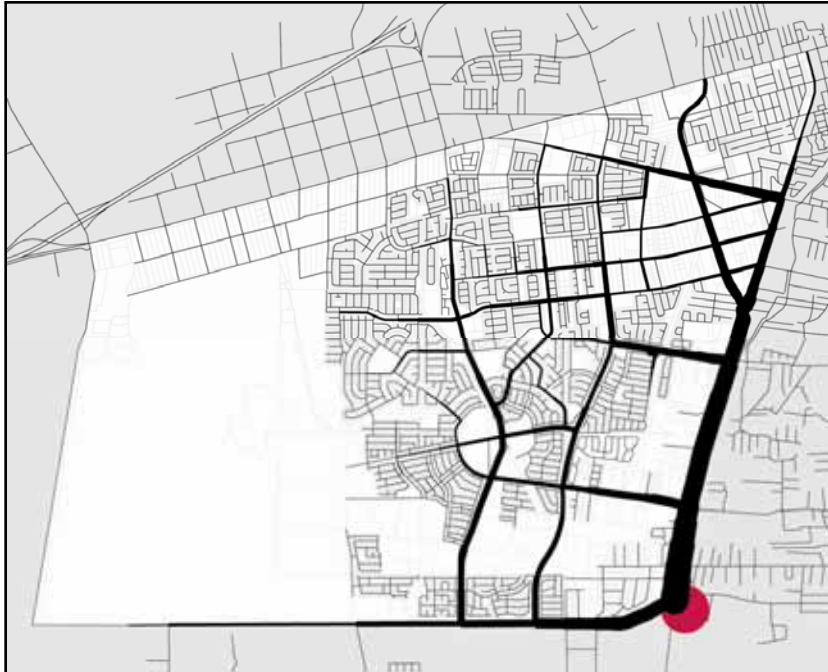
As a result, the focus of planning for the southwest is founded on truly establishing communities by creating and planning for their centers. By defining the centers at important intersections in the southwest area's regional network, the planning team established the importance of a healthy transportation network in enhancing the overall activity and coherence of the area.

Using examples of healthy town and neighborhood centers as our model, such as those illustrated in the following pages, the planning team set out to explore how these could be best applied to southwest Albuquerque. This began with reviewing previous work on the feasibility of retail markets in the southwest and how utilizing this market potential could better serve the retail and employment needs of the community. The team then incorporated the design work from the public portion of the charrette, highlighting key sites throughout Southwest Albuquerque as potential catalysts for additional development and community-enhancing opportunities.





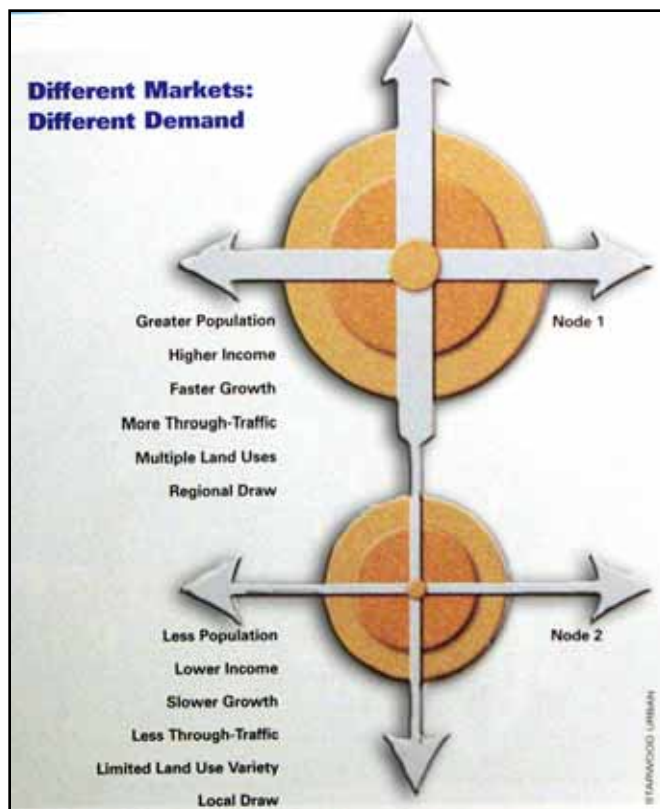
Balancing the Neighborhood-Serving Functions through Multiple Centers



When developing a neighborhood center concept it is necessary to understand the importance of even geographic distribution. Presently, the major retail destination of the southwest area is the recently developed Wal-Mart at Dennis Chavez and Coors Boulevard. The consequence of a sole retail location such as this is that all residents must reach it—and with the limited connectivity of the network described earlier in this report.

This places an undue burden on the area's collector

played in this graphic: the closer to the retail location (the large red dot in the lower right), the greater the traffic volume (depicted in the thickness of the lines representing the streets).



Developing different types of town centers allows for different scales of commercial and employment activity. Town centers with a higher intensity and greater regional draw are appropriate places for larger buildings and public facilities. Neighborhood centers generate less activity and are a more intimate part of their communities. Consequently, they do not support larger scales of building or amenities.

As the figure to the left illustrates, the scale of centers varies: larger centers intuitively serve a greater population, more traffic and more land uses. Smaller centers are oriented to a different market and set of principles: instead of highly specialized purchases in larger stores, they are designed to meet more basic needs.



Retail Centers

The Gibbs Planning Group study identified different types of commercial centers that geographically distribute neighborhood-serving retail and office uses better throughout the southwest area. The types of centers illustrated below show the potential coverage of the neighborhood. These imply that traffic could be distributed more evenly as well, lessening the burden on major streets.



Corner Stores

These are the places we go for our basic 'milk and bread' needs, and their location throughout the area allows the different neighborhoods to reach these services without making long trips.



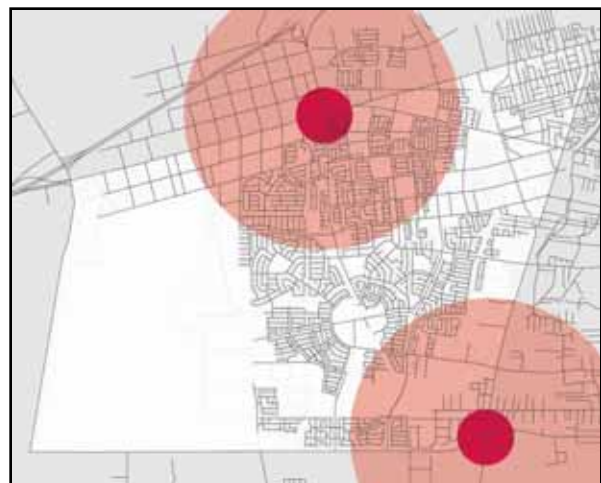
Convenience Centers

The centers that provide more variety in basic retail, convenience centers feature larger food retail as well as small-scale specialty retail. The range of comfortable walking distances is greater than that of the corner stores.



Neighborhood Centers

The focus of neighborhoods, offering greater selection and combining retail with offices and other opportunities for employment. The walking distances are greater, although the sphere of influence of these centers is sufficient that automobile trips are normal.



Community Centers

Community Centers offer larger retail opportunities serving the entire southwest as well as other parts of Albuquerque.



Corner Stores



- Small-scale retail (< 5,000 sf)
- Max. service radius of ¼-mile
- Less parking possible with good pedestrian connections

Usually one or two stores anchoring a neighborhood corner, used mostly by the surrounding neighborhood as its scale limits the variety of goods and services it provides. Depending on density and character of urbanism, can occupy ground-floor space of larger buildings. Example uses include drugstores, convenience stores, cafes.



Convenience Centers



- Small-scale retail (10,000-20,000 sf)
- Service radius of 1 mile
- Scale fits into neighborhood context
-

Can feature 'neighborhood-scaled' big-box retail, usually always a grocery store or general merchandiser. While this may be the main function of the center, related, usually neighborhood-serving retail and office uses may complement it. Still primarily used by the surrounding neighborhood, though parking needs may be greater as the geographic draw increases.



Neighborhood Centers



- Medium-scale retail (20,000-40,000 square feet)
- Service radius of 1-2 miles
- Larger scales appropriate when defining key streets and intersections

The focus of multiple neighborhoods, offering greater selection and combining retail with offices and other opportunities for employment. The walking distances are greater, although the sphere of influence of these centers is sufficient that automobile trips are normal. Often features big-boxes (or the equivalent in leasable floor space), and depending on density may be focused on ground floors with living space above



Community Centers



- Larger-scale retail (50,000-150,000 square feet)
- Service radius of 2-5 miles
- Larger scales appropriate
- Parking placement should not impede urbanism

Most commonly based on big-box retail, often featuring multiple stores at one location, though due to the greater traffic and market draw they are suitable places for active commercial districts with a larger number of small businesses. As these centers become larger, the functional uses they must provide (especially for parking must be included but woven into the urban vision (i.e. structured parking with liner buildings).

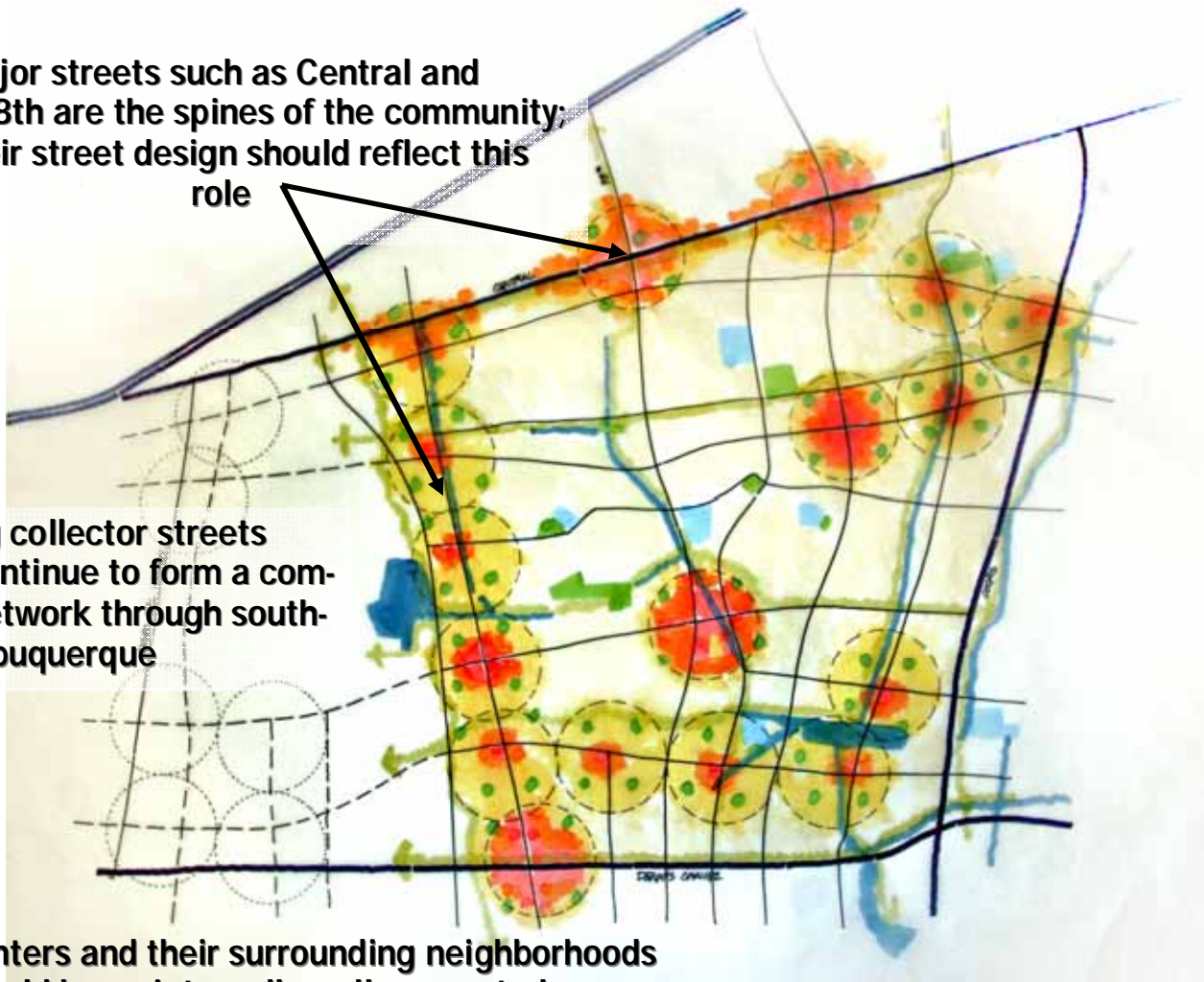


The Streets and Boulevards of the Plan

An essential complement to the focus on centers is the development of streets that define the place as much as they connect it. With the previously-defined emphasis on neighborhood and community centers that would provide a central energy to southwest Albuquerque's neighborhoods, it is important to understand the role of streets as conveyance, connection and character.

Major streets such as Central and 118th are the spines of the community; their street design should reflect this role

Existing collector streets must continue to form a complete network through southwest Albuquerque



Centers and their surrounding neighborhoods should be as internally well connected



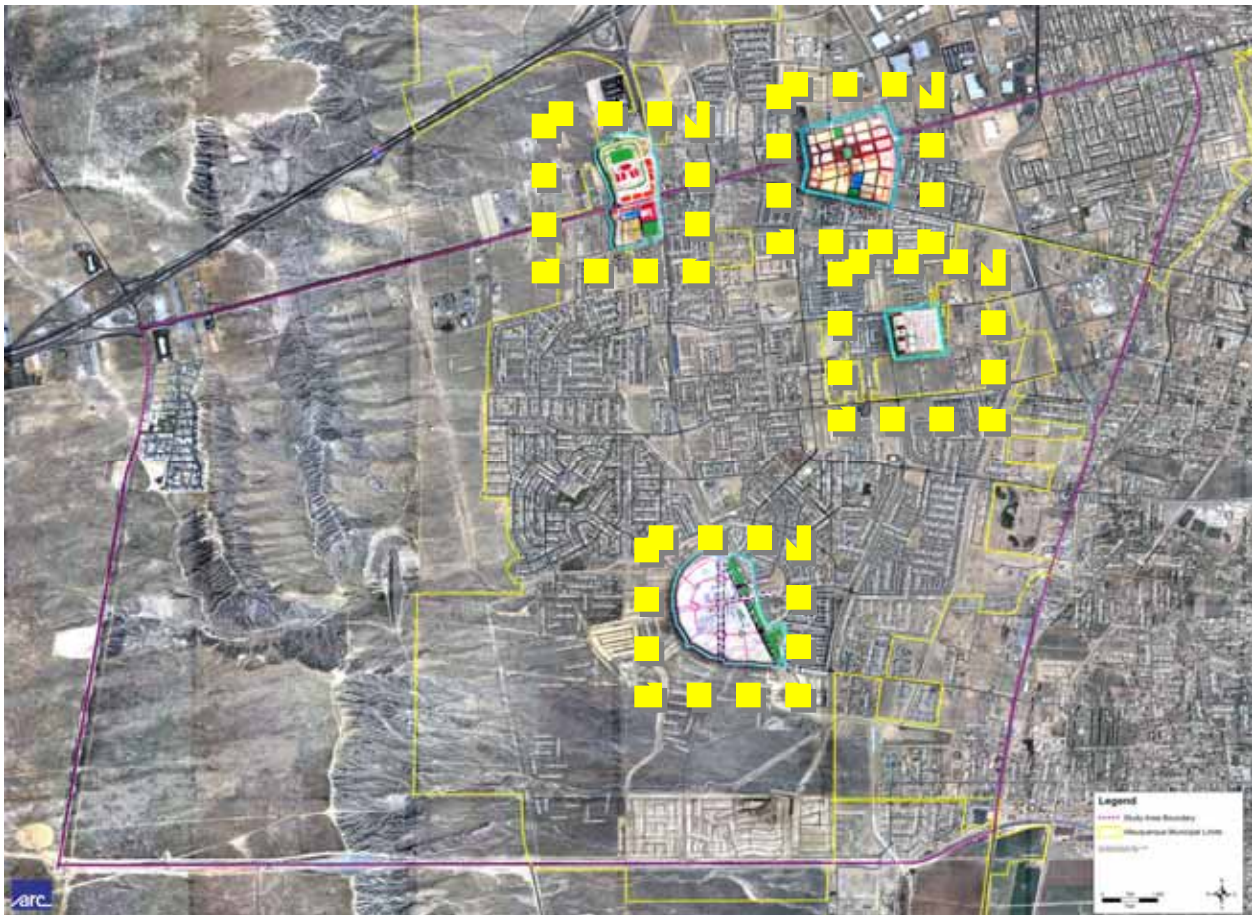
Streets play a major role in defining the nature of a community: if they are designed to facilitate movement of cars (and if land development principles follow suit), the community evolves into one that depends on automobiles for movement. If streets are defined by buildings, landscaping and room for the pedestrian, the community uses them as more than vehicular traffic paths: they are multi-modal, truly public spaces.



Concept Plans for Town Centers

The public design portion of the charrette allowed teams to develop conceptual plans for different key sites throughout the area. These sites, representing important locations, strong development opportunities, or both, allowed participants to better understand the notion of activity centers that combine uses and serve as foundations to their community. These plans are detailed in the following pages.

It should be noted that the four plans detailed here are not specific directions for the community's future development, but rather an application of the principles presented throughout the charrette by the public-based design teams that sought to express their objectives for their community. These reflect the principles recommended to advance southwest Albuquerque and not specific development projects.





Central and 98th



The site at the intersection of Central and 98th offers a 'gateway' opportunity from Interstate 40, as well as a presently undeveloped large site with few obstructions in the way of land assembly.

The charrette design team produced a conceptual plan for a community center anchored by commercial buildings at the corner with residential areas behind them. It takes advantage of existing network opportunities near the main roads and enhances them with new connections to the surrounding neighborhoods.

This plan also recognizes the importance of integrating public space with commercial and residential development, placing it in key locations north and south of Central Avenue.

Key Principles: Commercial buildings defining main corner
Connectivity
Available recreation space

Central and Coors



The intersection of Central and Coors is a gateway from the rest of Albuquerque to the southwest area. Participants in the design of this conceptual plan expressed concern over the width and scale of Central Avenue, particularly as it divides the site. To mitigate the impact of such a large road, the design group proposed breaking it down into two smaller streets.

The centerpiece of the development is a central square fronted by commercial and civic uses. The areas of the site around this are a mixture of uses, featuring residential areas at varying densities, schools, and parks. The plan seeks to maximize walkability, on-street parking potential, and overall connectivity by enhancing the existing street network and adding smaller blocks directly adjacent to the main cross streets.

Key Principles: Connectivity
Central Public Space
Engagement of Collector Streets



Unser and Tower



The site at Unser and Tower represents an example of integrating mixed uses and higher densities of development into an existing fabric of primarily single-family residential use. The site is located south-east of the intersection of these two streets and offers an opportunity to better utilize the wide rights-of-way currently being dedicated for most of the arterials and collectors in the southwest area. The width of most rights-of-way is more than the roads need to perform their transportation duties and accommodate the volume currently using them; one of the ideas generated by the design team was the reversion of parts of the right-of-way to private land for development.

The plan's centerpiece is the commercial development along Unser that addresses and engages the street as well as framing in public space serving the immediate neighborhood. This plan also recognizes the importance of combining residence with employment in proposing live/work units.

Key Principles: Commercial buildings defining corners
Buildings engaging main streets
Bringing streets to a human scale

Gibson and 98th



Utilizing perhaps the most 'strategic' site in the southwest area, the area at Gibson and 98th that is presently undeveloped but entirely surrounded by platted (and quickly developing) residential areas, the design team proposed a town center combining retail and office uses, higher-intensity residential development, and public space to maximize the park and recreation potential of existing utility easements.

This design group saw the importance in multi-modal transit in providing true connection between different parts of the southwest area, calling for bicycle lanes and trails to parallel the main streets of the center.

Key Principles: Connectivity
Commercial center at major nexus



As the charrette team concluded its work reviewing existing conditions and engaging key stakeholders and the public in efforts to define a vision for what southwest Albuquerque wishes itself to be, it developed its findings and design ideas into five general solutions. *While these are intended primarily to apply to new developments*, the principles are general enough to be incorporated into existing developments as they mature and encounter opportunities for change.

A strong vision is one that holds through change, be it political, economic, or demographic. In exploring southwest Albuquerque's potential to be a strong, healthy community and an enhancement to the entire city, the charrette team recommends these fundamental ideas to help reach those ends.

No More Walls

The consistent placement of walls around residential subdivisions is a hindrance to the connectivity and accessibility extolled in this report. As the figure here illustrates, in their preclusion of good connections into the neighborhood, the walls even restrict practical transportation options: not only do they increase trip length due to added navigation through subdivisions, they also increase the distance between connections.

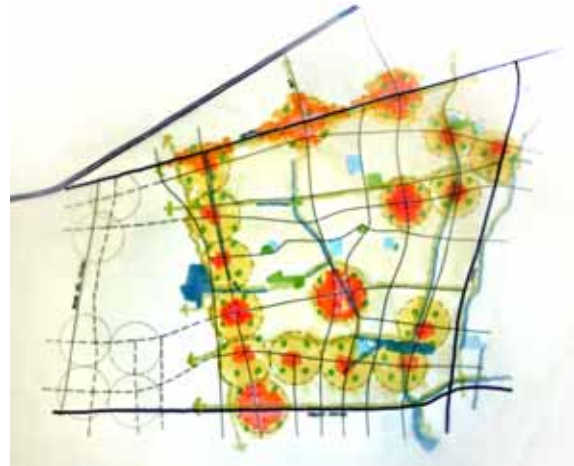
It is the authority of the City of Albuquerque and Bernalillo County to address this issue through subdivision ordinances, and if any implementing agencies pursue it, it is recommended that they clearly define restrictions on these walls in those ordinances.





Infill First

The development of a walkable built environment for southwest Albuquerque will be greatly facilitated by focusing near-future development within the existing edges of the urban area. This preserves the Ceja and focuses new development in areas integrated with complementary land uses. The increases in overall density that would occur from this would support increased public transit, neighborhood retail, and closer, more frequently spaced schools and parks. Though some areas west of the current urban edge are developable, it is suggested that development not continue further west until the current built environment has matured physically and socially.



While the sites explored by the design participants at the charrette (the orange centers in the plan graphic shown here) may not result in realistic development projects, these are nonetheless key opportunities for beginning the concept of bringing more neighborhood-serving uses into the existing developed area of southwest Albuquerque. They are large, vacant, located at the crossings of major streets. The other sites the design team identified follow the same principles, though they may take longer to evolve into having the same mix of uses than the opportunities on currently vacant land.

Enhance the Streets

Streets are not only conveyance, they are the lifeblood of the city and its neighborhoods. With that, planning in southwest Albuquerque should focus on shaping the character of existing main streets, such as Central Avenue, to more pedestrian-friendly streets that nurture healthy communities. This involves revisiting street design standards to incorporate landscape and pedestrian space into streets as they are constructed and improved.



The examples above are Central Avenue as it exists today (left) and through a reconfiguration utilizing its wide right-of-way to functionally move the same traffic volumes but also allow for a pedestrian-friendly, aesthetically pleasing street that contributes to southwest Albuquerque's sense of place.



Develop Centers of Activity

Neighborhoods will have a true anchor once they have activity areas that allow their residents to meet basic needs. In addition to being de facto meeting places, they also reduce demand for longer-distance travel through the immediacy they provide between living, working, and purchasing goods and services.

These centers are based on the opportunity of exchange: of goods and services (through commercial and retail land uses) and of social activity (through public spaces, streets and civic facilities). Providing the flexibility to accommodate this mix of uses in land development regulations and establishing a need for these neighborhood-supporting uses through policy will give southwest Albuquerque a greater opportunity to develop into a strong, self-sustaining community.





Conclusions

The concluding presentation allowed the public to speak about its ideas as before and to offer reception of the plan concepts. As planning for Southwest Albuquerque continues, the public's feedback helps to guide planning initiatives in a way that best benefits this growing community and offers it the greatest opportunities to be a strong and healthy part of Albuquerque.



Councilor Ken Sanchez and New Mexico Senator Linda Lopez attended the closing presentation and offered their thoughts on the community's vision for Southwest Albuquerque.

Project Team Participants

Representing the City of Albuquerque, local consulting talent and experienced professionals from outside of Albuquerque, the project team analyzed data and existing conditions, thought through important issues and concerns, and generated countless questions and ideas to lay a foundation for a bright future of southwest Albuquerque.



Dan Burden
Glattig Jackson



Raj Mohabeer
Glattig Jackson



Joel Mann
Glattig Jackson



Paula Donahue
City of Albuquerque



David Day



Ted Hodoba
Architectural Research Consultants



Anna DiMambro
City of Albuquerque



Steve Burstein
Architectural Research Consultants



Ingrid Biel
Architectural Research Consultants

